GOVERNMENT OF INDIA
RAILWAYS
LOK SABHA

UNSTARRED QUESTION NO:984
ANSWERED ON:02.03.2016
Rail Accidents
Sreeramulu Shri B.

Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that human error was the single major reason for most of the rail accidents;
(b) if so, the details thereof and the reaction of the Railways thereto;
(c) whether it is also a fact that a large number of vacancies of staff under safety category have not been filled up till date;
(d) if so, the details thereof and the reasons therefor; and
(e) the measures taken to put an end to human errors and filling up of the vacant posts?

Answer

MINISTER OF STATE IN THE MINISTRY OF RAILWAYS

(SHRI MANOJ SINHA)

(a) to (e): A Statement is laid on the Table of the House.
*****

STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (e) OF UNSTARRED QUESTION NO. 984 BY SHRI B. SRIRAMULU TO BE ANSWERED IN LOK SABHA ON 02.03.2016 REGARDING RAIL ACCIDENTS.

(a) & (b): Yes, Madam. Human error on the part of Railway staff is one of the causes of consequential train accidents. However, in the current year during the period from April, 2015 to January, 2016, number of consequential train accidents attributable to failure of Railway staff has decreased from 55 to 47 in comparison to the corresponding period of the previous year.
Indian Railways is tackling the issue by upgrading the process of recruitment and training of its human resources. All staff are given extensive theoretical & practical training before induction into the job. Periodical refresher training is imparted to update the knowledge & upgrade skills. Modern training methods & equipments like simulators etc. are also used in the training schools. At the same time disciplinary action is also taken against the erring staff.

(c) to (e): Arising and filling up of vacancies is a continuous process and concerted efforts have been made to fill up the vacancies in safety category, viz., Assistant Loco Pilots, Guards, Station Masters, Junior Engineers, Trackmen, Technicians, etc. As on 01.04.2015, the total number of vacancies in safety category vacancies was 124201 (provisional).
Railways have taken various measures to reduce failure of railway staff which includes the following:
(i) To improve transparency in recruitment − a decision has been taken to make all Group 'C' recruitment by Railway Recruitment Board (RRB) online.
(ii) Implementation and monitoring of Railway Servants (Hours of Work and Period of Rest) Rules, 2005 to provide proper rest to railway staff including running staff,
(iii) Periodic medical examination of safety category employees including running staff,
(iv) Structured training at various stages, namely, initial and promotional stages alongwith refresher courses for safety category employees including running staff to help them assimilate new technologies and enable skill upgradation,
(v) Improvement in running rooms to provide stress free environment to the outstation crew and to enable them to take proper rest at outstations,
(vi) Yoga/meditation and physical training lessons have been introduced in training centers especially for safety category staff to enable them to cope with the stress involved in their job,
(vii) Progressive mechanization of maintenance of track and rolling stock including locomotives, coaches and wagons to reduce human dependence and enhance productivity,
(viii) Devices/systems like Block Proving Axle Counters (BPAC), Auxiliary Warning System (AWS), Train Protection and Warning System (TPWS), Train Collision Avoidance System (TCAS), etc. are being progressively introduced to aid decision making by frontline staff and to reduce human dependence.

****